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to be complimented on the boldness of his stand, which, if realized, would simplify many legal difficulties in our dual form of government and eliminate the sphere of irresponsibility which now exists between state and federal governments by subordinating the former to the latter in law as it has been done in fact, especially in such questions as transportation.

F. S. DEIBLER

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Transportation in Europe. By LOGAN G. MCPHERSON. New York: Henry Holt & Co., 1910. 8vo, pp. 285. \$1.50.

As traffic expert for the National Waterways Commission the author spent six months abroad in a study of European transportation conditions. The various consulates of Europe had been asked by the commission to prepare extensive reports upon the means of transport in their respective districts, and Mr. McPherson has accordingly had access to complete and up-to-date information on the subject in hand. The book contains a large amount of valuable data not found in any other volume on European transportation. In view of the widespread interest in water transportation at present the volume is unusually timely, a considerable portion of the work being given to a discussion of the relation of waterways to railways. In general the author concludes that the traffic on the waterways has been maintained only by means of enormous government subsidies; that in the absence of such aid they would have been wholly unable to compete with the railways even for traffic of a bulky nature.

The data bearing on the methods of making up rate schedules by the various governments are useful for the light they throw upon the practicability of the "cost of service" theory of rate making. Government rates seem to be the result of as great a complex of conditions as are those made by privately conducted railways. Railway rates in Europe are shown to be considerably higher than they are in the United States.

The material presented has not always been handled to the best advantage and there are some inaccuracies of statement. The discussion of waterways is spread over two chapters, i and ix. Chap. i is entitled "Land Roads and Interior Waterways," but it is almost entirely devoted to a statement of the expenditures that have been made by the various countries in developing their water routes, and there appears to be little connection between land roads and the waterways. Comparisons are made in this chapter between European water rates and American rail rates. Chap. ix is devoted to "Inland Waterways and Railways." There is much repetition here that might easily have been avoided. The method employed results in some confusion in the mind of the reader, and tends to weaken the force of the presentation. As to the nature of the inaccuracies, the author locates Hamburg in southern Germany, and attributes the "abonnement" system of passenger tickets to Belgium alone, whereas Switzerland has long possessed such a scheme. While such mistakes undoubtedly mar the work they may be said in this case not to be of sufficient importance to invalidate any of the conclusions which the author has reached.

H. G. MOULTON